

## **LISTING OF THE CLAIMS**

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) Hydraulic steering system for a vehicle having at least two steering cylinders, in which cylinder pistons are displaceable, the position and/or direction of motion of which in the steering cylinders fix the steering angle and/or steering direction of steerable vehicle wheels relative to a body of the vehicle, wherein each of the displaceable cylinder pistons divides the associated steering cylinder into in each case two pressure chambers and having an, in terms of the volumetric displacement, variable first hydraulic pump, a first port of which is connected, depending on the steering direction to one of the pressure chambers of the first steering cylinder and to one of the pressure chambers of the second steering cylinder, wherein a second port of the variable first hydraulic pump is connected in a closed circuit to the other pressure chamber of the first steering cylinder and to the other pressure chamber of the second steering cylinder~~[[.]], and wherein the first input port of a 4/3-way adjusting valve is connected to the high-pressure port of a feed pump, the second input port thereof is connected to a hydraulic tank, the first output port thereof is connected to a first adjusting pressure chamber of a variation device and the second output port thereof is connected to a second adjusting pressure chamber of the variation device, whereby hydraulic steering system according to claim [[11]] 1. wherein the variation of the first hydraulic pump in terms of the swiveling direction and the pressure medium volume delivered at its first port and the pressure medium volume delivered at its second port is effected by means of the variation device.~~

2. (Previously Presented) Hydraulic steering system according to claim 1, wherein in each case a first pressure chamber adjoins the associated cylinder piston with a pressurization area (A1) that is smaller than a pressurization area (A2), with which the in each case other second pressure chamber adjoins the corresponding cylinder piston, and that each port of the hydraulic pump is connected to a first pressure chamber with the pressurization area (A1) and to a second pressure chamber with the pressurization area (A2).

Claims 3 and 4 (Cancelled).

5. (Previously Presented) Hydraulic steering system according to claim 1, wherein setting of the swiveling direction of the hydraulic pump and of the pressure medium volume delivered at the first port and at the second port of the hydraulic pump is effected in dependence upon a deflection set at a steering wheel as a first steering organ and/or at a joystick as a second steering organ.

6. (Previously Presented) Hydraulic steering system according to claim 5, wherein in dependence upon the deflection of the first and/or second steering organ an adjusting valve is activated, whose first output is connected to a first adjusting pressure chamber of a variation device for activation of the variable first hydraulic pump and whose second output is connected to a second adjusting pressure chamber of the variation device.

7. (Previously Presented) Hydraulic steering system according to claim 6, wherein the deflection of the adjusting valve is effected by means of electric actuating solenoids at control

ports, which receive from the first and/or second steering organ in each case an electrical adjusting signal, which is generated by an electrical transducer and corresponds to the deflection of the first or second steering organ.

8. (Previously Presented) Hydraulic steering system according to claim 6, wherein the deflection of the adjusting valve is effected by means of the adjusting pressures that act in the control chambers situated at the two control ports and correspond to the deflection of the first or second steering organ.

9. (Previously Presented) Hydraulic steering system according to claim 8, wherein at the first and second port of a variable second hydraulic pump adjusting pressures arise, which correspond to the deflection of the first steering organ.

10. (Previously Presented) Hydraulic steering system according to claim 8, wherein in a pilot unit two pressure reduction valves, the inputs of which are connected in each case to the high-pressure port of a feed pump and to a hydraulic tank, generate the adjusting pressures corresponding to the deflection of the second steering organ.

Claim 11 (Cancelled).

Claim 12 (Cancelled).

Claim 13 (Cancelled).

14. (Currently Amended) Hydraulic steering system according to claim [[11]] 10, wherein a low-pressure port of the feed pump is connected by a filter to a hydraulic tank, and the high-pressure port of the feed pump is connected in each case by a non-return valve to a first hydraulic load line, which is connected to the first port of the first hydraulic pump, and to a second hydraulic load line, which is connected to the second port of the first hydraulic pump.

15. (Currently Amended) Hydraulic steering system according to claim 14, wherein in the first and second hydraulic load lines there is provided in each case a non-return valve [[is provided]].

Claim 16 (Cancelled).

17. (New) Hydraulic steering system for a vehicle having at least two steering cylinders, in which cylinder pistons are displaceable, the position and/or direction of motion of which in the steering cylinders fix the steering angle and/or steering direction of steerable vehicle wheels relative to a body of the vehicle, wherein each of the displaceable cylinder pistons divides the associated steering cylinder into in each case two pressure chambers and having an, in terms of the volumetric displacement, variable first hydraulic pump, a first port of which is connected, depending on the steering direction to one of the pressure chambers of the first steering cylinder and to one of the pressure chambers of the second steering cylinder, wherein a second port of the variable first hydraulic pump is connected in a closed circuit to

the other pressure chamber of the first steering cylinder and to the other pressure chamber of the second steering cylinder; wherein setting of the swiveling direction of the hydraulic pump and of the pressure medium volume delivered at the first port and at the second port of the hydraulic pump is effected in dependence upon a deflection set at a steering wheel as a first steering organ and/or at a joystick as a second steering organ; and wherein in dependence upon the deflection of the first and/or second steering organ an adjusting valve is activated, whose first output is connected to a first adjusting pressure chamber of a variation device for activation of the variable first hydraulic pump and whose second output is connected to a second adjusting pressure chamber of the variation device.

18. (New) Hydraulic steering system according to claim 17, wherein the deflection of the adjusting valve is effected by electric actuating solenoids at control ports, which receive from the first and/or second steering organ in each case an electrical adjusting signal, which is generated by an electrical transducer and corresponds to the deflection of the first or second steering organ.

19. (New) Hydraulic steering system according to claim 17, wherein the deflection of the adjusting valve is effected by the adjusting pressures that act in the control chambers situated at the two control ports and correspond to the deflection of the first or second steering organ.

20. (New) Hydraulic steering system according to claim 19, wherein at the first and second port of a variable second hydraulic pump adjusting pressures arise, which correspond to the deflection of the first steering organ.

21. (New) Hydraulic steering system according to claim 19, wherein in a pilot unit two pressure reduction valves, the inputs of which are connected in each case to the high-pressure port of a feed pump and to a hydraulic tank, generate the adjusting pressures corresponding to the deflection of the second steering organ.

22. (New) Hydraulic steering system according to claim 21, wherein an adjusting valve is a 4/3 –way valve, wherein the first input port thereof is connected to the high-pressure port of a feed pump, the second input port thereof is connected to a hydraulic tank, the first output port thereof is connected to a first adjusting pressure chamber of a variation device and the second output port thereof is connected to a second adjusting pressure chamber of the device, and wherein the variation of the first hydraulic pump in terms of the swiveling direction and the pressure medium volume delivered at its first port and the pressure medium volume delivered at its second port is effected by means of the variation device.

23. (New) Hydraulic steering system according to claim 22, wherein a low-pressure port of the feed pump is connected by a filter to a hydraulic tank, and the high-pressure port of the feed pump is connected in each case by a non-return valve to a first hydraulic load line, which is connected to the first port of the first hydraulic pump, and to a second hydraulic load line, which is connected to the second port of the first hydraulic pump.

24. (New) Hydraulic steering system according to claim 23, wherein in the first and second hydraulic load lines there is provided in each case a non-return valve.